

COMMISSIONERS APPROVAL

CHILCOTT *g*

LUND *BL*

THOMPSON *at*

TAYLOR (Clerk & Recorder)

Date.....February 3, 2005

Members Present.....Commissioner Greg Chilcott,
Commissioner Betty Lund and Commissioner Alan Thompson

Minutes: Glenda Wiles

Commissioner Lund attended a Managing Employees Seminar meeting during the morning hours.

Commissioner Chilcott attended a Rocky Mountain Lab Bio Safety meeting during the afternoon hours.

Commissioner Lund and Commissioner Thompson met with Planning Director Patrick O'Herren and Road Supervisor David Ohnstad relative to the request by the Montana Department of Transportation (MDOT) to construct Railroad Avenue in Victor with a minor deviation from the road standards.

Patrick relayed that the State has calculated that the road will have less than 400 vehicle trips per day after the highway is reconstructed. Therefore, building the road to less than the county standards would not have any negative impact on the traffic. Patrick stated both he and David reviewed this road and today the road is generating between 250-300 trips per day. He stated the area can be developed and they are currently looking into Environmental Health Issues. Patrick stated if they were to predict what will occur, after the highway construction and Railroad Avenue re-construction, it is apparent that the road will be over burdened by the amount of traffic. He stated the state is suggesting the construction of a road that would have handled the traffic from ten years ago. He relayed that the state does not want to relocate the power poles, but in his opinion this should be done now. Both Patrick and David felt Railroad Avenue will be used as inceptor from Highway 93, so they recommended the county decline to accept the road that is less than standard.

The Highway Focus Group was also present for this discussion and agreed with Patrick's summation. They relayed that Victor Fire also objects to the Department of Transportation's (MDOT) proposal in regards to the safety (width to the road).

There was some discussion of the other roadways such as Clark, Meridian and Main Street and their connection to the highway. One mile prior to Victor Crossing, to the south, there will be a medium with plants in them. Also the medium will be one mile to the north of Victor. Patrick stated the goal is to make the traffic take specific accesses to the Highway. If Railroad Avenue is not developed it will push the traffic to Clark Street which the county is responsible for.

Patrick stated the best thing to do is to ask MDOT to perform a traffic study, and in the meantime advise them the county does not want to deviate from the road standards. It was noted that any future development will probably occur between Clark and Railroad Avenues. The fire department will have traffic control by remote control of the stop light on Main Street. Commissioner Lund suggested they ask MDOT to perform the upgrade on Clark Street rather than Railroad Avenue.

Commissioner Thompson stated he agreed the road should be built correctly. Commissioner Lund asked David to do some more research on Clark Street and to contact MDOT and let them know of this discussion.

In another issue, there is a question of signage on private property that will be impacted when the highway is re-constructed. A MDOT representative had asked the Commissioners about a large off premise sign that will need a variance because they will be changing the size of the sign. Patrick stated the highway reconstruction is an optimal time to take care of these signs and to either remove them or require them to meet the compliance of the sign ordinance. It was agreed it is not the time to grant a variance to the sign ordinance. Both Patrick and David felt this kind of issue is the cost to re-build the highway and MDOT should bear those costs, not Ravalli County. The Commissioners concurred.